insertion, it was found necessary to take down the old walls, and thus various fragments of carved stone, clearly indicating the age of the original church, were brought to light. The date is supposed to have been about 1000. The additional aisle is built in the Decorated style, which pervades the entire building; the early English windows are formed on the north side of the chancel, and the east window is perpendicular. The term Decorated must not convey a notion of lavish expenditure—all has been done with a due regard to economy, but there is nothing which offends good taste, nothing deficient, nothing calculated to weaken the impression that this is the place where God hath set his name. The east window of the church is filled with stained glass of various allegorical and heraldic characters. The fittings are of stained and varnished deal, bearing a very ecclesiastical appearance, and harmonising well with the ancient oak, which has been carefully applied to use as far as practicable. The sittings are open, and to this outward demonstration of spiritual equality, if we may judge from a growing sense of its propriety, the church-builders and church-restorers of the present generation will speedily conform. The altar and pulpit hangings are of crimson cloth, beautifully worked by some young ladies, with suitable devices and emblems. — *Farley's Bristol Journal.*

New Church near Farnborough.—A small church has recently been erected on the heath, within sight of the Farnborough station, on the South-Western Railway, where her Majesty meets the rail from Windsor Castle. The edifice, which is now ready for consecration, is intended for the use of the inhabitants of Cove and South Hawley. It is built of heath stone, the materials of which Windsor Castle is composed, with the corners and ornamental work of pie stone, which gives it an imposing appearance. The architecture preserved throughout is the Norman style, from the design of Messrs. Stevens and Alexander. The eastern and side windows of the chancel are filled with painted glass, the gift of the Rev. C Laurell, who has been nominated to the incumbency. Interiorly the church is plain, open seats and other conveniences being provided. The cost of erection has scarcely exceeded 1,200*l.* A lady residing in Bath, who admired the style of the church, presented the sum of 600*l.*

Salisbury Cathedral.—This cathedral is said to have as many doors as there are months in the year, that is 12; as many windows as there are days in the year, that is 365; and as many beams and columns as there are hours in the year, that is 8,766. What most struck me in the internal construction of the church was the extreme slenderness and fineness of the so-called "flying buttresses" supporting the steeple. The builders seem here to have spun their stone through the air in some inconceivable manner, like the silky thread of a spider. I wondered how these long, thin lines of stone could support themselves in the air; yet they have supported, not only themselves, but the entire steeple, for 600 years. The clusters of round columns, which support the roof, are also far more light, and less massive, than is usual in Gothic churches. This contributed much to the general effect of lightness and airy beauty which the whole structure of the cathedral conveyed. — *Kohl's England and Wales.*—[THE SECRET ART WAS A KNOWLEDGE OF ARCHITECTURAL-DYNAMICS, WHICH TAUGHT THEM TO DRESS AWAY ALL BUT THE SUPPORTING MASS, THROUGH WHICH THE PRESSURE RUNS.]

Church Bells. — The *Irish Ecclesiastical Journal* informs the clergy that they can substitute cast-steel bars for the ordinary church bells with considerable advantage, as regards both tone and cheapness. Any clergyman can procure for thirty shillings a bar of cast steel producing a better tone than the ordinary small church bells, which cost from 4*l.* to 6*l.*—*Limerick Chronicle.*—[The change is similar to that in modern repeating-watches.]

Parsonage, Scremerston. — The Commissioners of Greenwich Hospital have given 200*l.* in aid of the erection of a parsonage-house at Scremerston, near Berwick-upon-Tweed. They have also promised a similar sum towards the building of a new church at Neat-head, in Cumberland.—*Newcastle Advertiser.*

Calcutta Cathedral.—The Bishop of Calcutta, in a letter to the secretary of the Society for Promoting Christian Knowledge, dated May 3rd, 1844, states that the tower of the new Cathedral of Calcutta "is now raised to the first tiers of stones above the lancet windows, about 90 feet from the plane of site, and presents a most commanding object. The internal scaffolding of the lantern is being removed with the centering, to allow of the stones being elevated with greater ease than they could from the outside. The building has not settled more than a quarter of an inch in the last six months, so that the walls of the choir and transepts will soon rise, the ornamental work being safe from disturbance. Up to April 1st, we had expended 209,028 C. rupees, 13 anas, 5 pice, about 21,000*l.*—not more than we expected."

New Church near Newbery.—It is intended to erect a new church at Kingsclere, near Newbury, Berks. The town contains a population of 2,730 souls, and there is only one church, with 600 sittings. The Earl of Carnarvon has generously consented to appropriate 100*l.* per annum, as an endowment to the church, out of the rectorial tithes, so long as his lordship retains possession of the property, and Lord Bolton has consented to appropriate 100*l.* per annum to the same purpose. The Ecclesiastical Commissioners have promised liberal assistance.

RAILWAY INTELLIGENCE.

Windsor Junction Railway.—The contemplated Windsor Junction Railway, which is to be constructed on the atmospheric principle, is to consist of two branches—one from Windsor, to form a junction with the Great Western Railway at Slough, and the other (the terminus being near Windsor Bridge, on the Berkshire side) to proceed direct to London; but in order to carry this plan into effect it will be necessary to obtain the consent of the Crown. By the present proposed arrangement it is intended to provide a private station for the exclusive use of her Majesty and the Royal Family, to which access may be obtained from the Home Park, and within a stone's throw of the Royal residence. It is not expected that any opposition will be made to the proposed plan on the part of the Crown, the more especially as it embraces a structure that will be rather an ornament to the Home Park, instead of the present boundary wall, which is, throughout the whole distance, not more than a few yards from the river, and from which it is divided by only the towing-path. Mr. Page, the civil engineer, has received instructions from the provincial committee to proceed with the surveys and plans, and to make his report without delay, which is to be submitted to the Queen.

Caledonian Railway.—The negotiations between the Caledonian Railway Company and the Monkland and Kirkintilloch, and Glasgow, Garnkirk, and Coatbridge Railway Companies, were brought last week to a successful and satisfactory conclusion, and formal deeds of agreement among the contracting parties were executed and delivered. Similar arrangements were completed some time ago with the Wishaw and Coltness Company. According to these agreements, the three existing companies have become bound to widen the gauges of their respective lines, so as to correspond with the gauge of the Caledonian Railway, and in all other respects to improve their works, to the satisfaction of the engineer of the Caledonian Company. The improvements are to be completed before the Caledonian Railway is opened to the public from Lanark to Garriongill, where the junction with the Wishaw line is intended to be effected. By means of these railways, the Caledonian Company have secured, upon very moderate terms, an access to the north side of the city of Glasgow, and also a connection with the north of Scotland; and while they thereby confer a great benefit on the existing lines, they will save the cost of upwards of ten miles of railway through a difficult country. The Caledonian Company have also made advantageous terms with the promoters of the Clydesdale Junction Railway for the use of their line and stations for the traffic of the Caledonian. This completes the connection with the south side of the city, and with the harbour of Glasgow and the Paisley and Greenock Railways. These preliminary arrangements being thus effectually made, the parliamentary notices of the Caledonian Railway will be published in a few days.

Midland Railway Projects.—A special meeting of the proprietors of the Midland Railway has been held for the purpose of deliberating upon the subject of their engaging in the construction of several new lines, to branch off from their own line in the following directions:—"1st. A railway from the Midland Railway, at Nottingham, to Newark and Lincoln. 2nd. A railway from the Midland Railway at Swinton, by Doncaster, Bawtry, and Gainsborough, to Lincoln, and thence passing near Boston, Spalding, and Wisbech, to join the Eastern Counties Railway, at March. 3rd. A railway from the Midland Railway at Syston, by way of Oakham and Stamford, to Peterborough. And for the purpose of considering in what manner the necessary capital for the construction of all or any of such lines of railway shall be raised," &c. &c. These important projects were adopted; and an additional capital of *two millions and a half* was ordered to be raised by the creation of 62,000 new shares of 40*l.* each.

Edinburgh and Granton Railway.—The extension line to Granton from the terminus at Trinity is progressing rapidly; it runs west from the Station house, immediately behind the Baths, where it crosses the public road, skirting the whole north end of the field to the west. At Wardie the line crosses the road which at this point is to be thrown a good way south, and for which the gardens have been carried back to the extent of about 40 feet. From near Wardie Hotel to the head of Granton Pier the line will proceed north of the road by an artificial breast-work erected along the beach. When finished, this will form one of the most compact and elegant lines of railway in the neighbourhood.—*Edinburgh Advertiser.*

Dundee and Perth Railway.—The promoters of this undertaking have effected an arrangement with the company carrying a railway through Fife, who have made an alteration in their plans, the effect of which will be, that the whole traffic of the north of Scotland to Edinburgh and the south must pass along the Dundee and Perth Railway. The whole traffic to Glasgow and the manufacturing districts in the west of England must also pass over the line, whether through Fife, to Edinburgh and Glasgow, or by the Scottish central line, with which it communicates.

Railroads in Sweden.—A letter from Stockholm, Sept. 23, says:—"Sweden will soon have railroads. An association of capitalists and merchants, at the head of which are the rich houses of Tottl and Afwedeen, Miguelson and Co., Perron, Bergmann, and Engelsfeld, has obtained permission from the king to construct a railroad from Engelholm, on the Bay of Kullen, by Helsinborg, Landecrona, Lund, and Malmoe, to the port of Cimbrickshamn, in the province of Gothland. By this line it will be possible to avoid sending goods by water to Elsineur, and thus save the Sound duties, which are enormous.

Two New Bridges in Connection with the Lancaster and Carlisle Railway.—About three weeks ago the foundation-stone of the extensive bridge, which is to consist of seven arches of 60 feet span each, and the parapet of which will be upwards of 100 feet in height, was laid with the ceremony usual on such occasions. The pier was proceeded with to a considerable height above the bed of the river Lowther, over which it is intended to span at a place called Yew's Crag, behind the village of Clifton, from the London-road, and about two miles distant from the town of Penrith. It appears that the work of this pier will have to be undone, by reason of a mistake in the dimensions, or some alteration in the plan of the ground-work, the fresh one having to be upwards of a square foot more. This is an unfortunate circumstance, because of the season being so far advanced, and the river so sudden and violent in its rise and fall, it being fed by the mountain torrents of Mardale fells, and other mountainous districts. The other large bridge, which will cross the river Edmont, near Yanwath Hall, will be proceeded with forthwith.

For a complete